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SOURCE Newspapers as indicated.

YUGOSLAV PORTS, SHIPPING EXPAND

RIJEKA TURNOVER OF GOODS CLIMBS -- Slovenski Porocevalec, No 136, 9 Jun 50

In 1948 the turnover of goods in Rijeka harbor was 4,000 tons per day at the beginning of the year and 6,000 tons per day in the middle of the year. The turnover for all 1948 was 1,659,000 tons. The current turnover of goods is about 9,000 tons per day, and it is expected to amount to 2,500,000 tons at the end of 1950.

Six 3-ton and 1.5-ton cranes are already in operation on the Petar Drapsin jetty. The Zagreb wharf in Rijeka now has 11 cranes, and the Belgrade wharf has four cranes, each of which can lift 5 tons of goods. Three of these ultra-modern cranes recently were installed on the Vladimir Nazor breakwater. The Petar Drapsin jetty also recently acquired seven such cranes. Rijeka harbor will soon have 32 harbor cranes.

Susak harbor is used only for loading lumber. It is equipped with only two harbor cranes because the lumber is loaded on ships by means of the ship's own cranes. The Susak breakwater will be widened from 12 to 16 meters. Three railroad tracks will be laid on it and five cranes will be mounted.

In order to do away with horse-drawn vehicles for the transportation of harbor freight, it will be necessary to increase the number of tractors to 40 and the number of tractor trailers to 160.

Because of greater mechanization, manpower in the Susak harbor was curtailed by one-fourth this year, even though the turnover of goods increased considerably.

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KARDELJEVO BECOMING MAJOR PORT -- Slovenski Porocevalec, No 107, 6 May 50

The new harbor of Kardeljevo in Dalmatia was formerly known as Ploce. The turnover of goods in the harbor of Kardeljevo is the third highest in Yugoslavia. The harbor will become even more significant after the Jablanica-Rama power plant system is completed and the industrialization of Bosnia and Herzegovina increases as a consequence. Bosnia and Herzegovina is expected to build a new aluminum combine in the near future.

After the liberation, three large and several small wooden storehouses were constructed in the harbor of Kardeljevo. A new operational wharf and a temporary harbor for passenger ships also have been constructed since the liberation.

A railroad station will be completed soon, and the Sarajevo-Kardeljevo railroad line is scheduled to be completed during 1951. Kardeljevo is expected to have several tens of thousands of inhabitants eventually.

MERCHANT MARINE EXPANDS -- Borba, No 136, 8 Jun 50

Rijeka, 7 June -- The new 3,900-ton ship Rijeka recently completed its first commercial voyage to the Near East. The Pula will be ready for service within a month, and the Zadar will be completed in three months. All these ships were built in Rotterdam.

The 9,000-ton Slovenija and Crna Gora are under construction in Amsterdam. The former will be completed by the end of this year, the latter during 1951.

The "3 Maj" Shipyard has begun the construction of four 4,200-ton ships, and is reconstructing a similar ship which will be completed by the end of this year.

USSR MANEUVERS SNARL DANUBE NAVIGATION -- Slovenski Porocevalec, No 134, 7 Jun 50

Belgrade, 6 June -- (Tanjug) According to reports, Soviet warships began to hold maneuvers on the upper Danube on 16 May 1950, thus interfering with the free passage of merchant vessels. These maneuvers are held every Tuesday, Wednesday, Thursday, and Friday from 0700 to 2000 and often even later. During these periods, the sailing of ships in this sector is prohibited. This is very detrimental to Yugoslav as well as other Danube shipping.

The river ships were officially informed about these maneuvers as late as 26 May 1950. They were told that they will continue until further notice.

LAUNCH FIRST STEEL SHIP -- Izgrev, No 1730, 11 May 50

The G. Dimitrov Shipyard in Stalin on 9 May 1950 launched the first Bulgarian ship of steel hull construction. The new vessel was named Blagoy Kasebov. The director of the state shipyard, At. Karaguzov, celebrated the event with an appropriate speech.

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